

Westchester County Mobility and Transit Plan

NYMTC Brown Bag

January 31, 2024



An aerial photograph of a city, likely New York City, showing a mix of old and new architecture. A river or canal runs through the center, with a bridge crossing it. A train track runs along the bottom. A tall, modern building with a glass facade is prominent on the right. A sign on one of the buildings says "NOW LEASING".

AGENDA

Why undertake a mobility & bus redesign

How the study was done

What the suggested plan would do

Impacts of Proposed Bus Service

Q & A

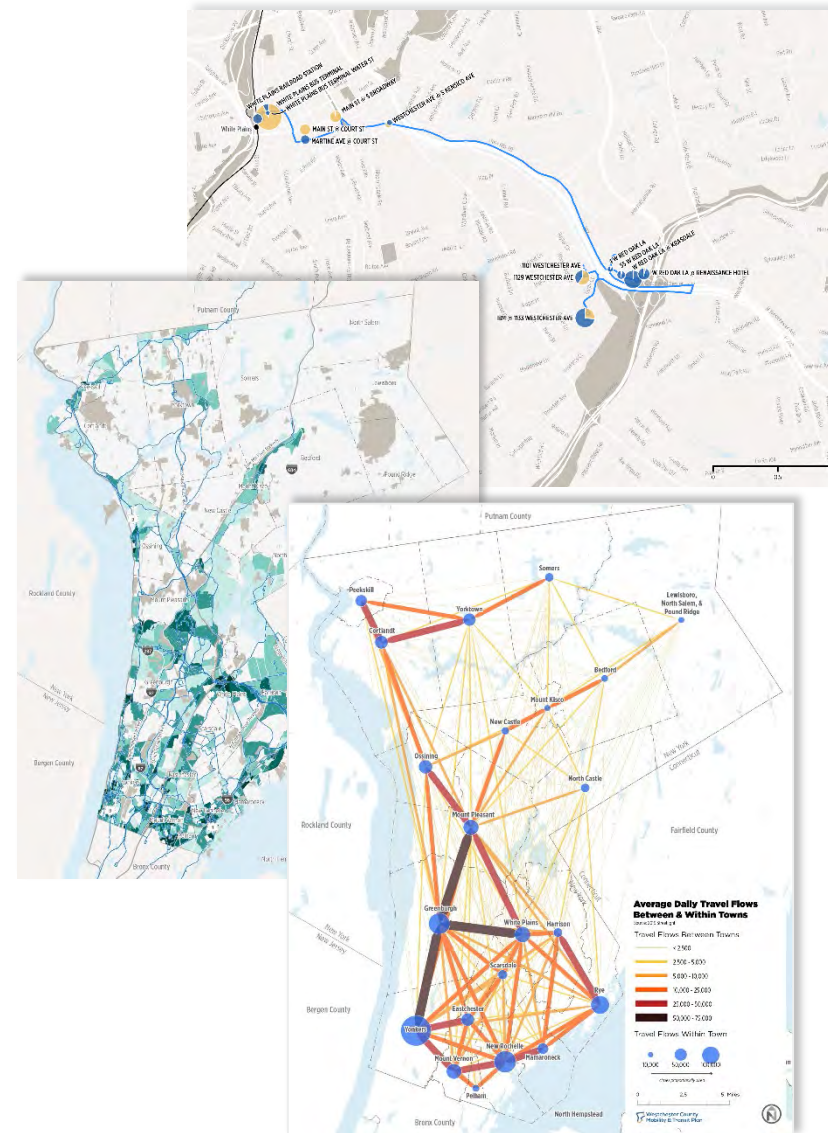


Why a Mobility & Bus Redesign?



Development and Travel Patterns Have Changed

- Some bus routes have not changed in more than 50 years
- Some downtowns and shopping destinations have maintained demand, while others have not
- Employment at suburban office parks has declined and many sites are being redeveloped
- Travel flows have changed, with more flows occurring within the county
- New technologies

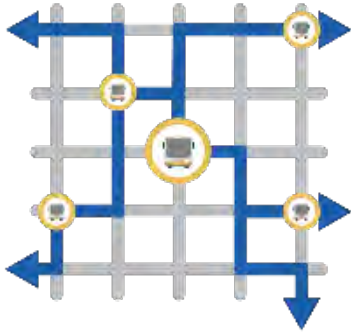




How the Study was Undertaken



Goals for the Mobility Plan



Design a **high-performing, reliable, and easy-to-understand transportation system**, emphasizing speed, convenience, directness, reliability, and comfort.



Create a **family of service options** to right-size mobility services for Westchester's many travel markets.



Provide an **equitable and socially just transportation network** that provides opportunities for prosperity and quality of life to users of all ethnicities, incomes, abilities, and ages.

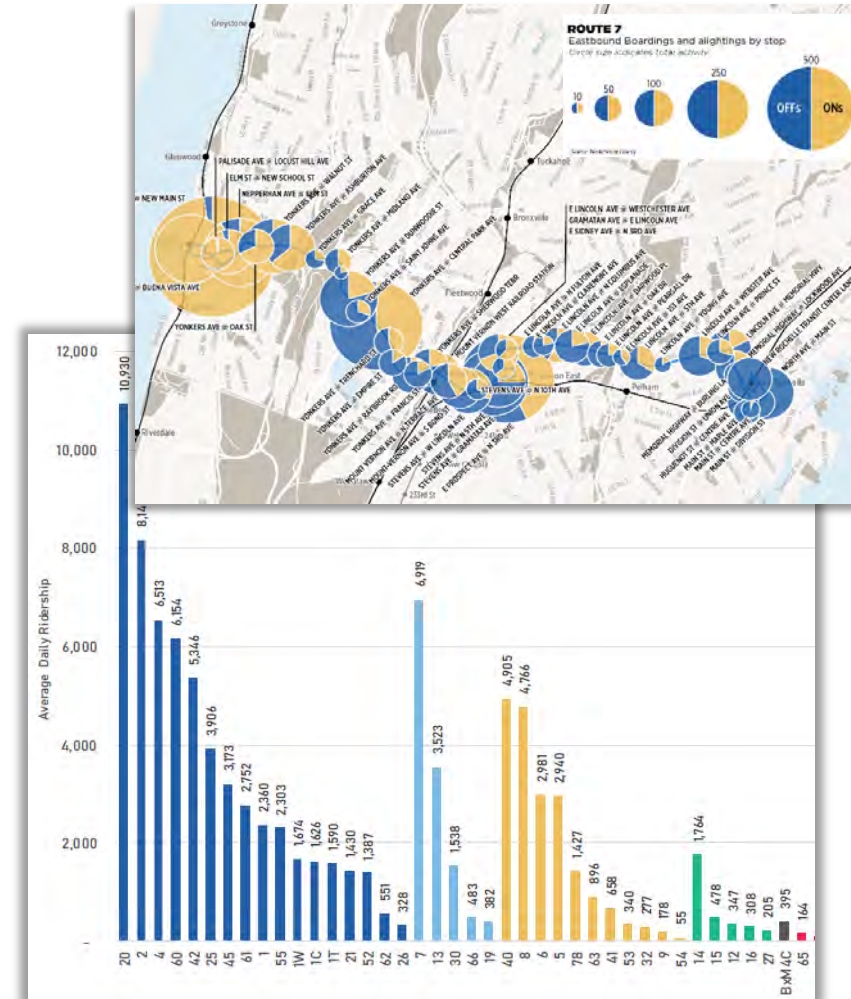
Project Timeline:



Feb 2020: Project Initiation

Analysis, Engagement, and Evaluation

- **Robust analysis of current Bee-Line service and performance**
- Assessment of transit markets, travel patterns, demographics
- Website, focus groups, and online public survey
- Evaluation of both fixed-route and microtransit options



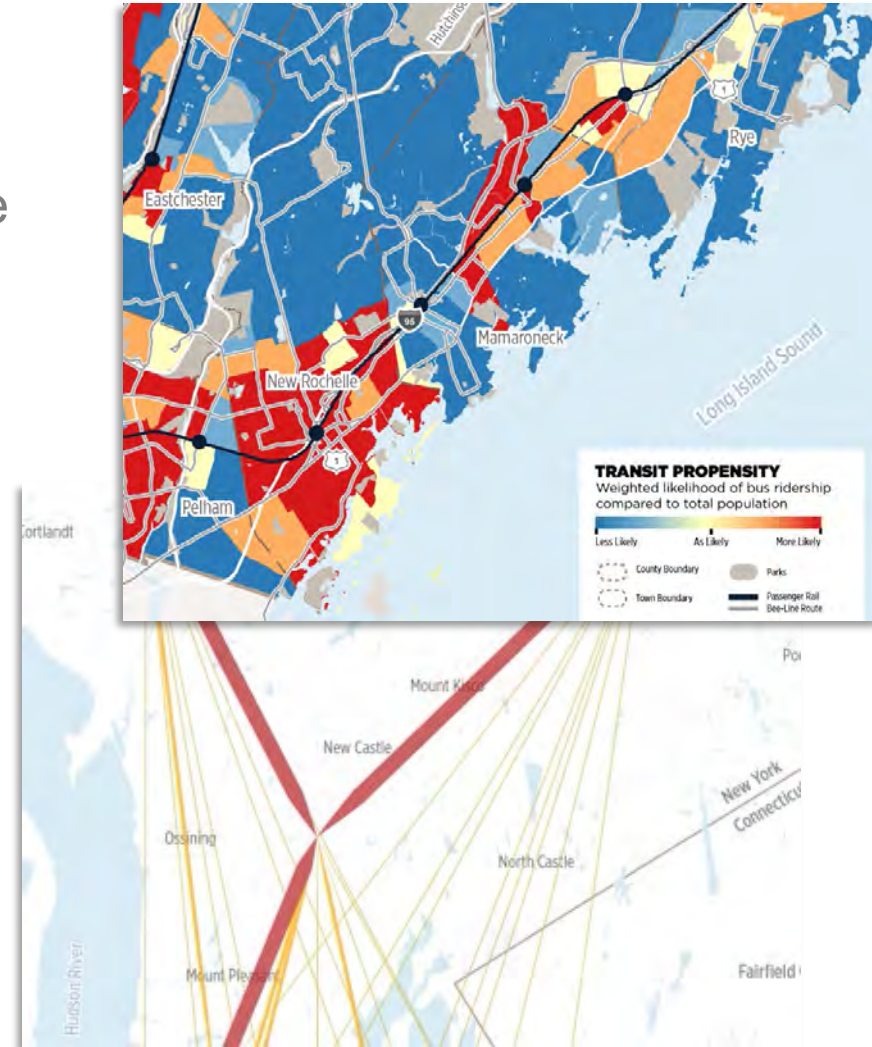
Project Timeline:



SP 2020-FA 2020: Existing Conditions Analysis

Analysis, Engagement, and Evaluation

- Robust evaluation of current Bee-Line service and performance
- **Assessment of transit markets, travel patterns, demographics**
- Website, focus groups, and online public survey
- Evaluation of both fixed-route and microtransit options

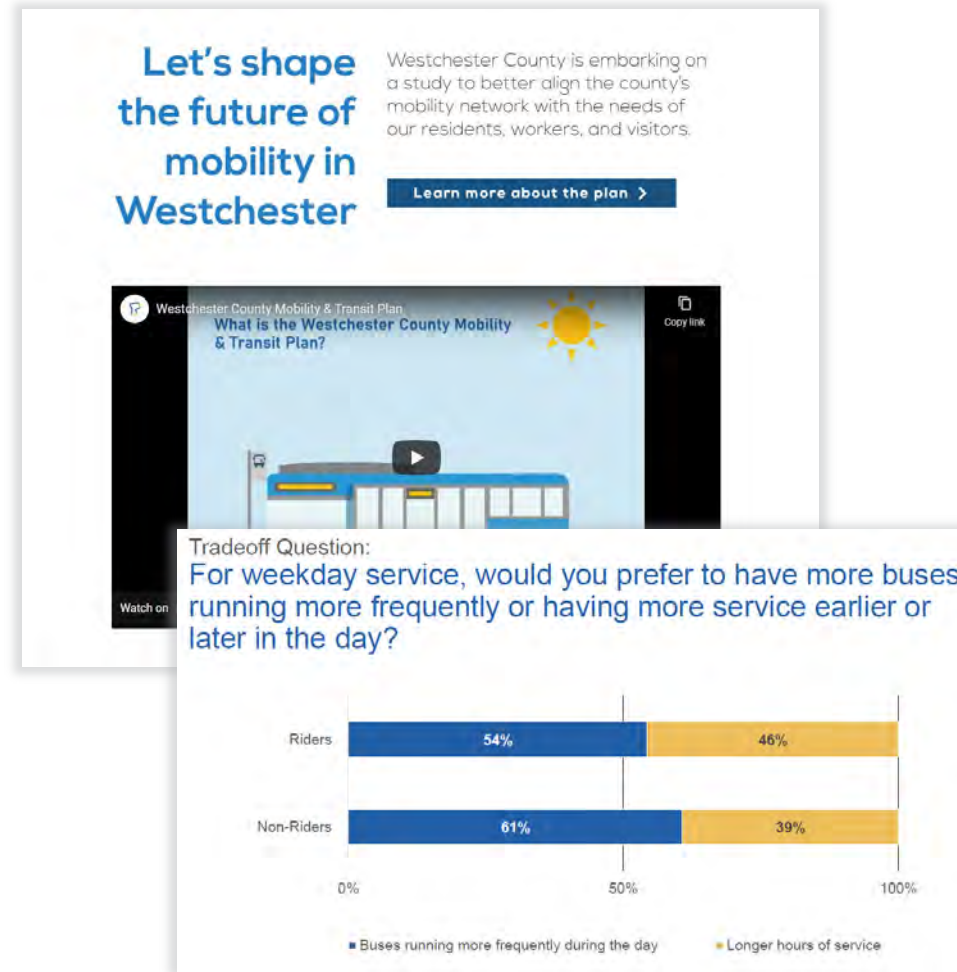


Project Timeline:

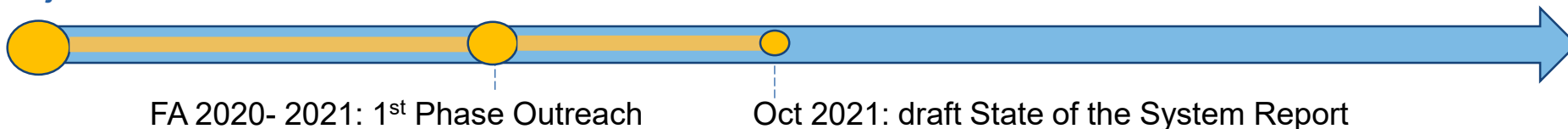


Analysis, Engagement, and Evaluation

- Robust evaluation of current Bee-Line service and performance
- Assessment of transit markets, travel patterns, demographics
- **Website, focus groups, and online public survey**
- Evaluation of both fixed-route and microtransit options

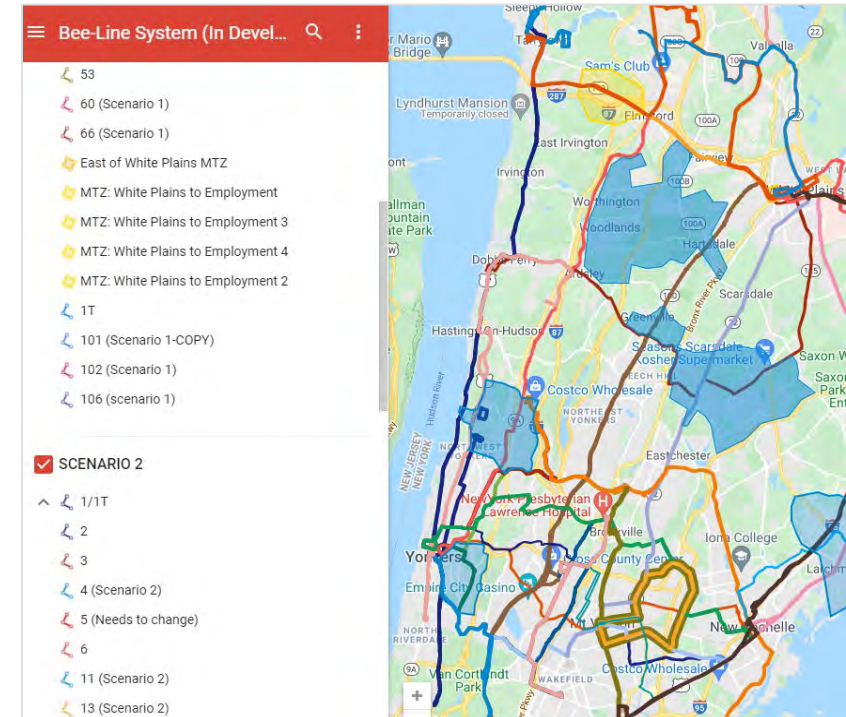


Project Timeline:



Analysis, Engagement, and Evaluation

- Robust evaluation of current Bee-Line service and performance
- Assessment of transit markets, travel patterns, demographics
- Website, focus groups, and online public survey
- **Evaluation of both fixed-route and microtransit options**



Project Timeline:



FA 2021-SP 2022: Develop Draft Recommendations

Analysis, Engagement, and Evaluation

- Robust evaluation of current Bee-Line service and performance
- Assessment of transit markets, travel patterns, demographics
- Website, focus groups, and online public survey
- Evaluation of both fixed-route and microtransit options

2nd phase of public feedback

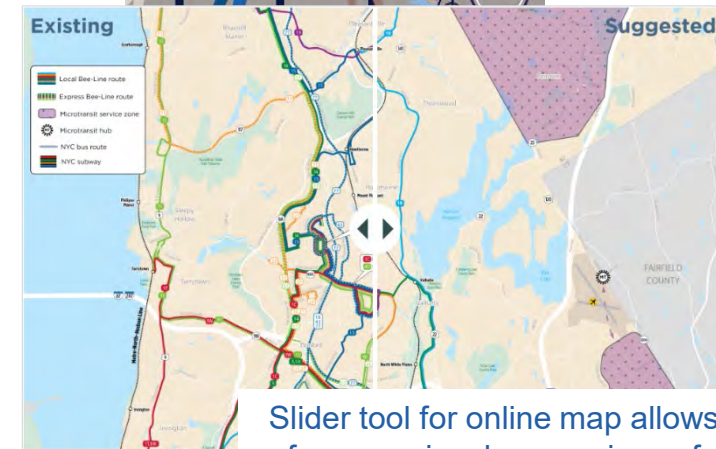
- **Interactive Storymap, website updates, pop-ups, virtual meetings**

Re-Evaluation based on recurring comments, resulting in some slight modifications

We've got **big ideas** to make bus service better.
Tenemos **grandes ideas** para mejorar el servicio de autobús.

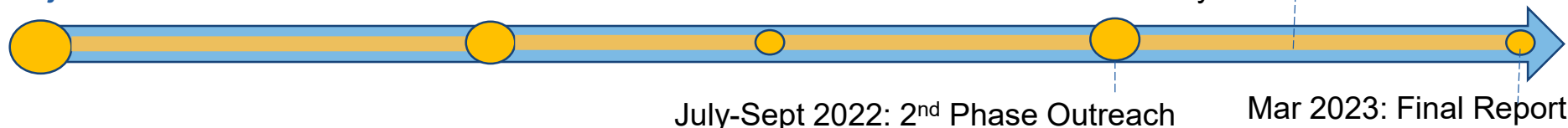
Take a look and tell us what you think!
¡Echa un vistazo y dinos lo que piensas!

www.WestchesterMobility.org



Slider tool for online map allows for easy visual comparison of existing and suggested routes

Project Timeline:



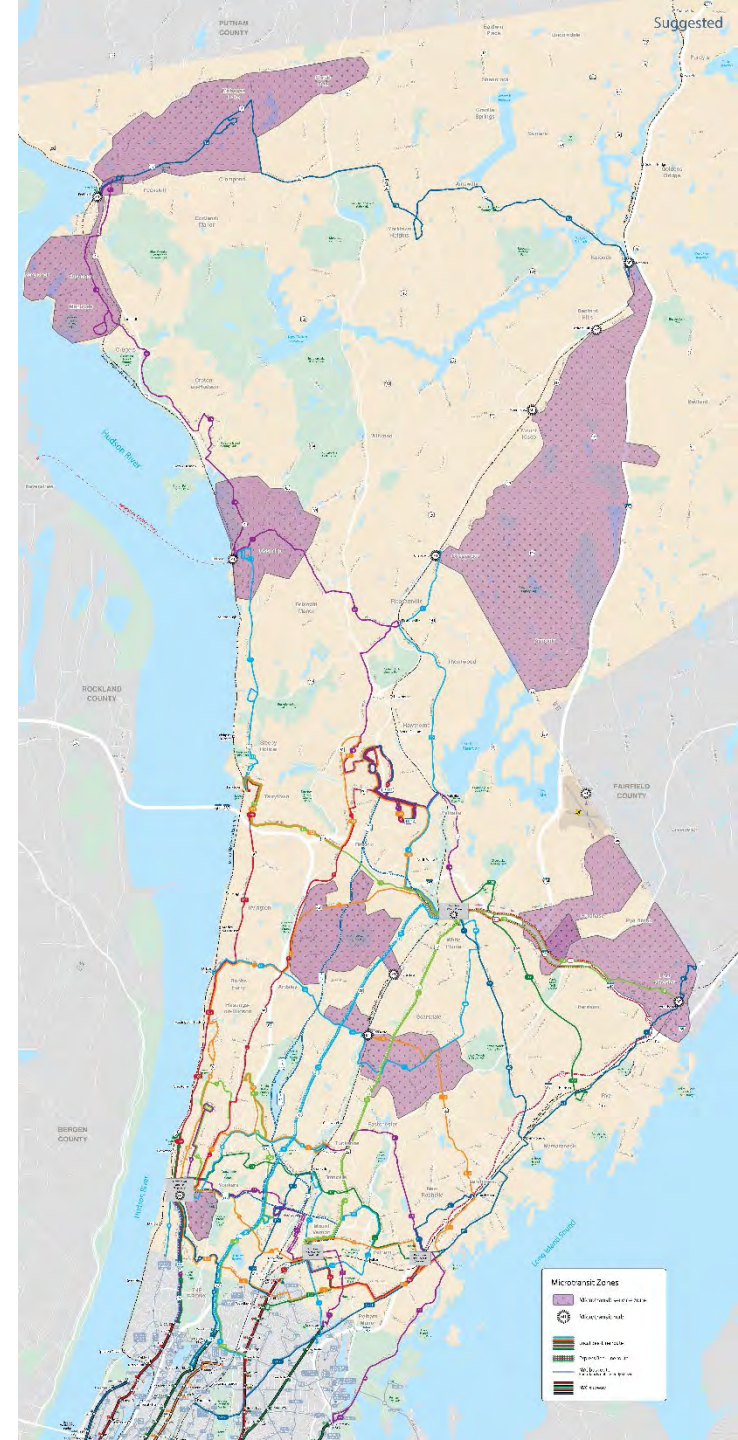


Suggested Plan



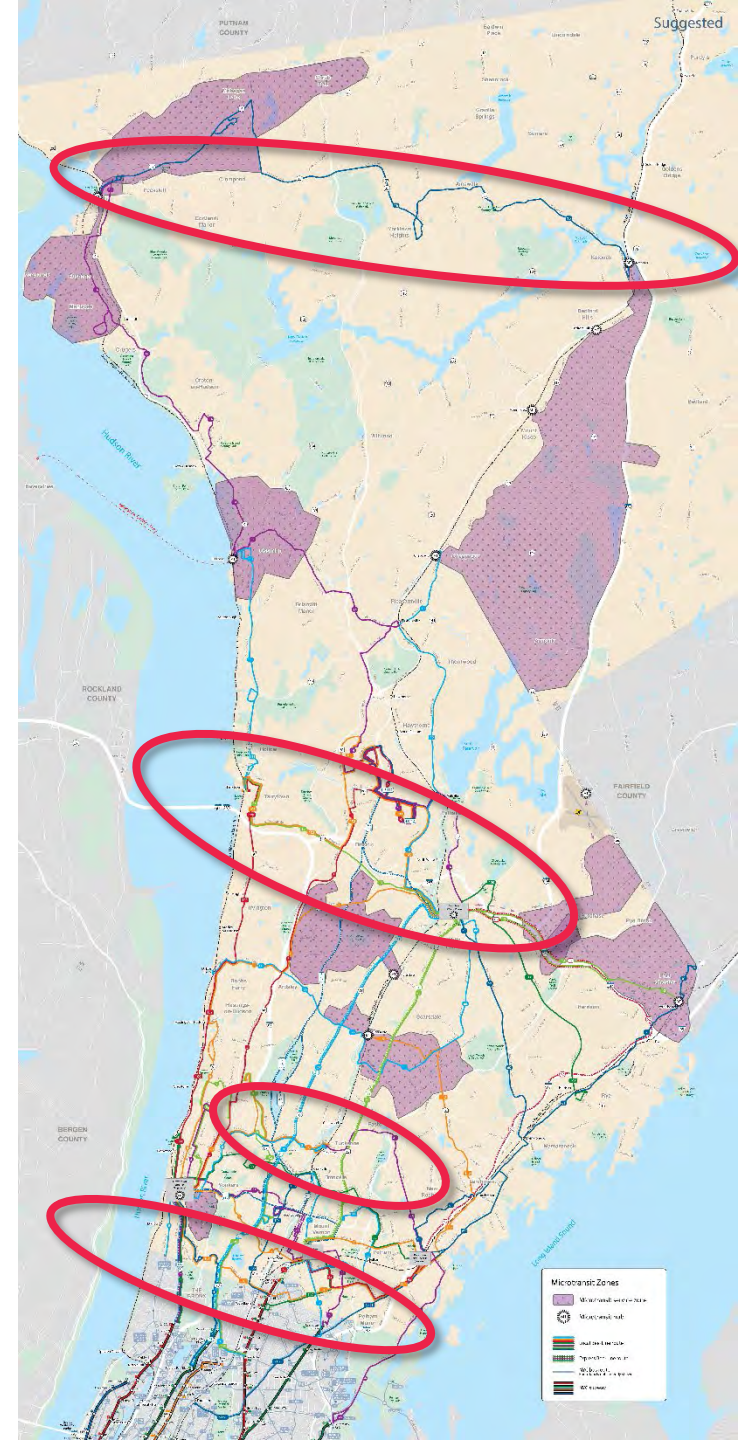
What Would the Suggested Bee-Line Network Achieve?

- Improve east-west connections
- Serve major destinations
- Strengthen NYC subway and Metro-North connections
- Streamline and simplify routes
- Run more service earlier, later, and on weekends
- Discontinue low-performing bus routes and route segments
- Introduce microtransit services



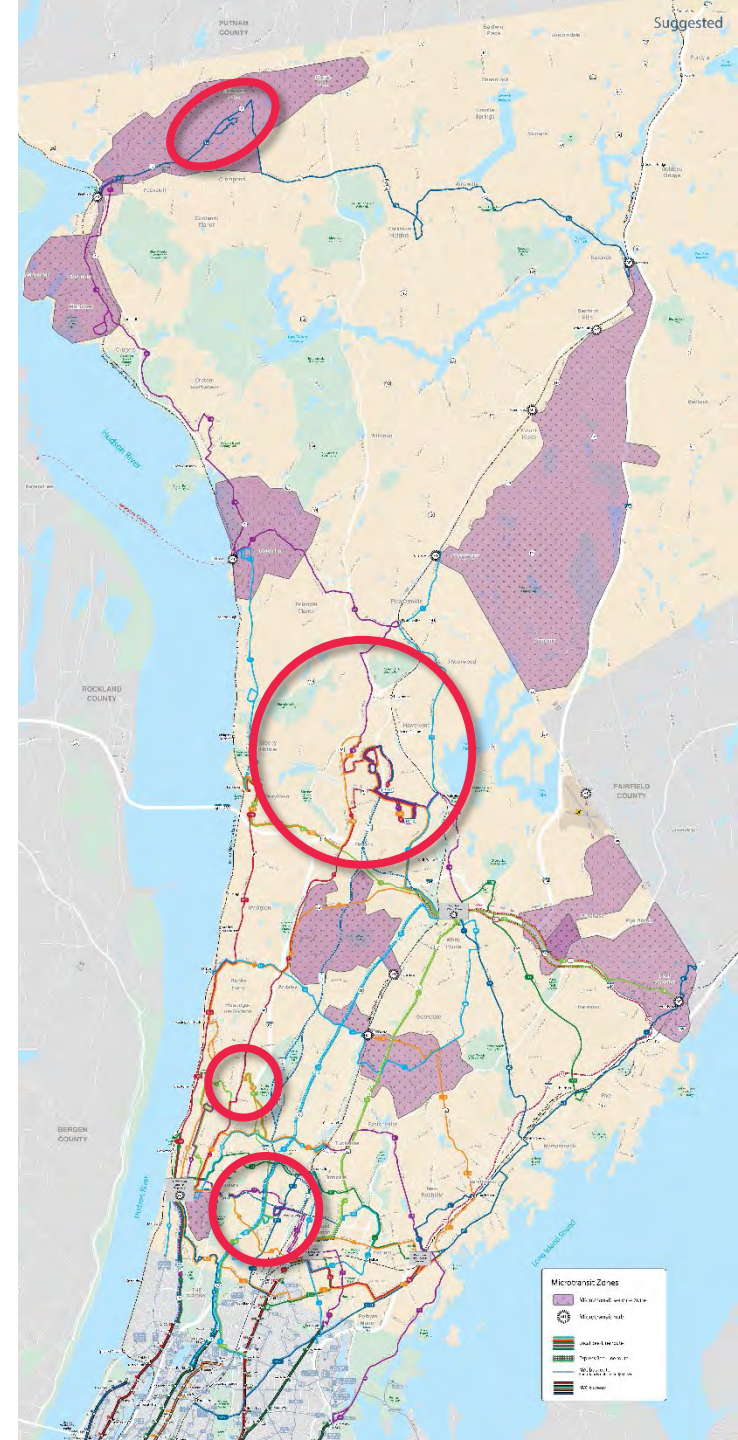
What Would the Suggested Bee-Line Network Achieve?

- **Improve east-west connections**
 - **Example routes: 45, 78, 8, 13, 101, 103**
- Serve major destinations
- Strengthen NYC subway and Metro-North connections
- Streamline and simplify routes
- Run more service earlier, later, and on weekends
- Discontinue low-performing bus routes and route segments
- Introduce microtransit services



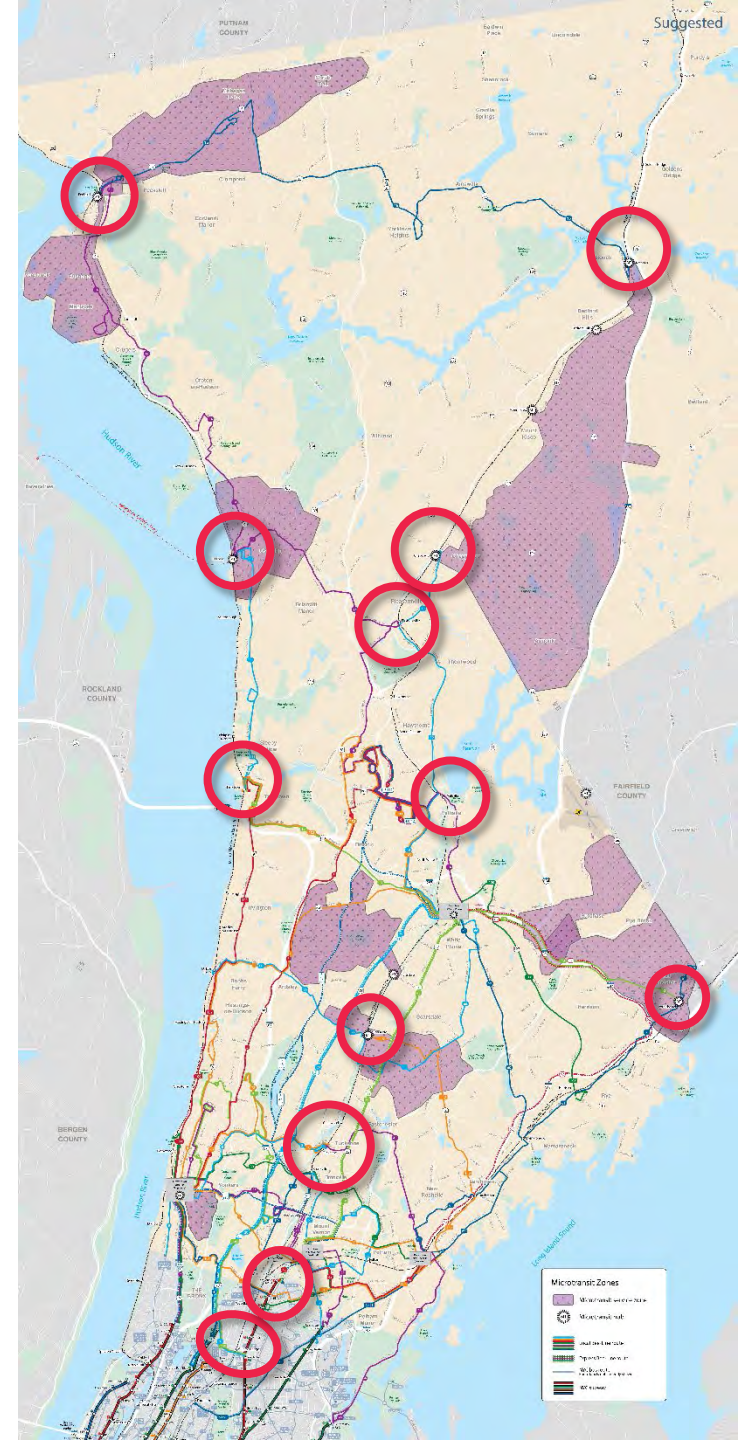
What Would the Suggested Bee-Line Network Achieve?

- Improve east-west connections
- **Serve major destinations**
 - **Example routes: 1X, 3, 15, 103, 105**
- Strengthen NYC subway and Metro-North connections
- Streamline and simplify routes
- Run more service earlier, later, and on weekends
- Discontinue low-performing bus routes and route segments
- Introduce microtransit services



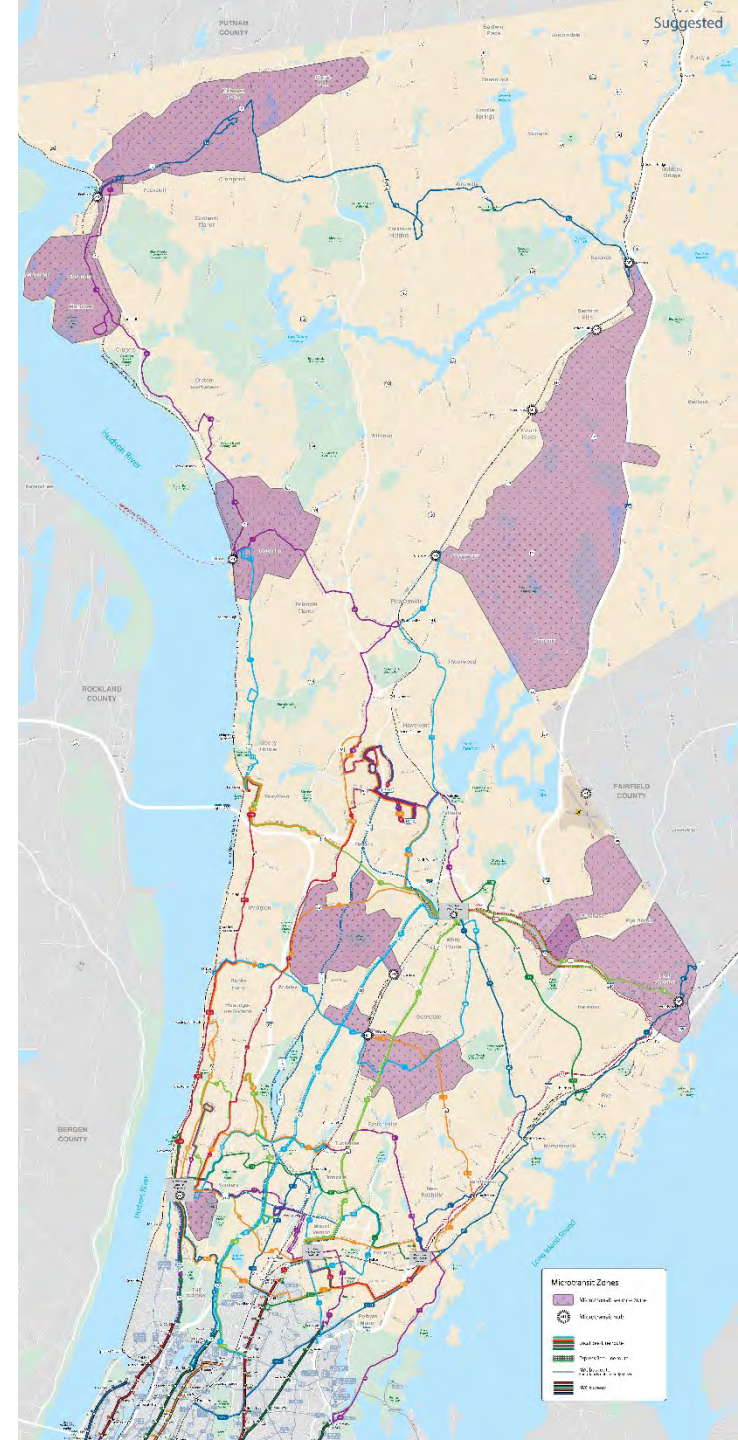
What Would the Suggested Bee-Line Network Achieve?

- Improve east-west connections
- Serve major destinations
- **Strengthen NYC subway and Metro-North connections**
 - **Example routes: 4, 20, 21, 105, 45, 14, 15, 103**
- Streamline and simplify routes
- Run more service earlier, later, and on weekends
- Discontinue low-performing bus routes and route segments
- Introduce microtransit services



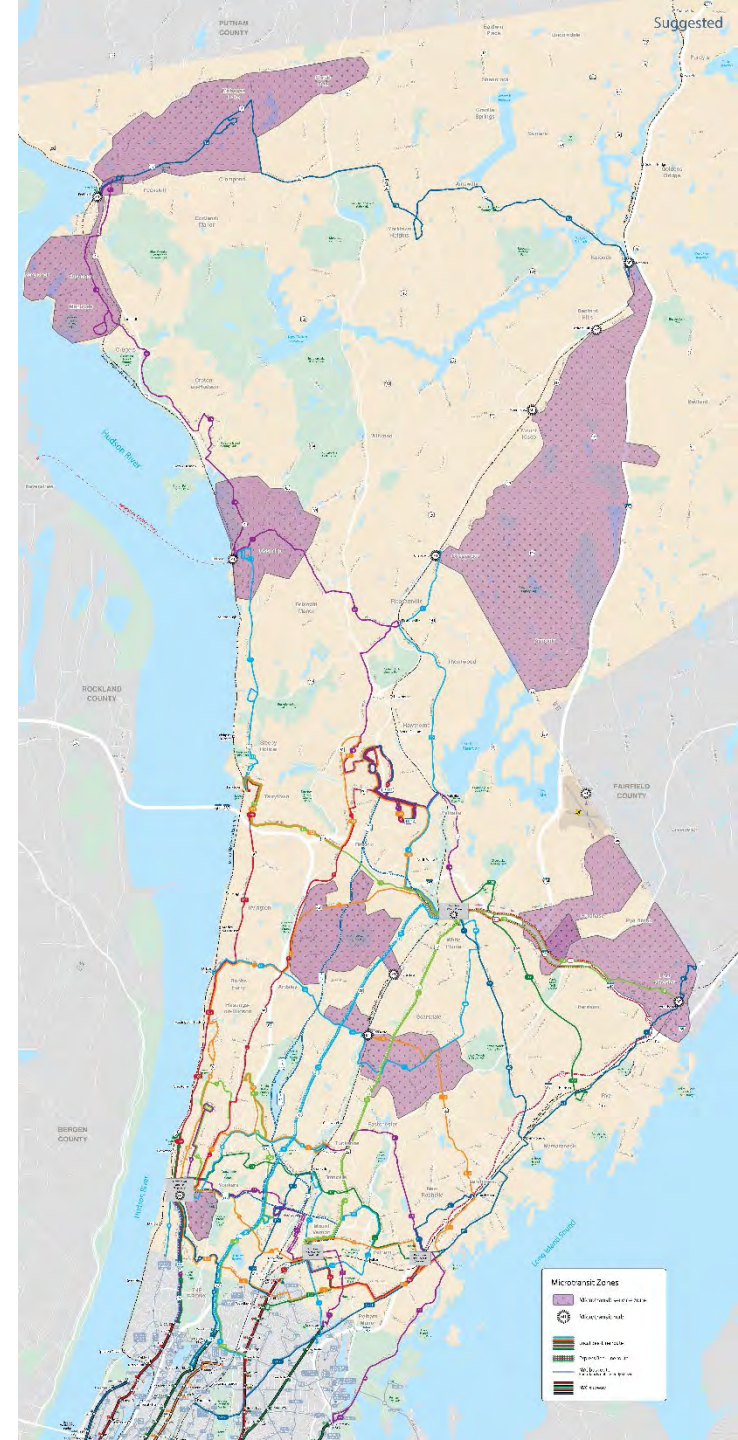
What Would the Suggested Bee-Line Network Achieve?

- Improve east-west connections
- Serve major destinations
- Strengthen NYC subway and Metro-North connections
- **Streamline and simplify routes**
 - **Example routes: 1, 13, 6, 40**
- Run more service earlier, later, and on weekends
- Discontinue low-performing bus routes and route segments
- Introduce microtransit services



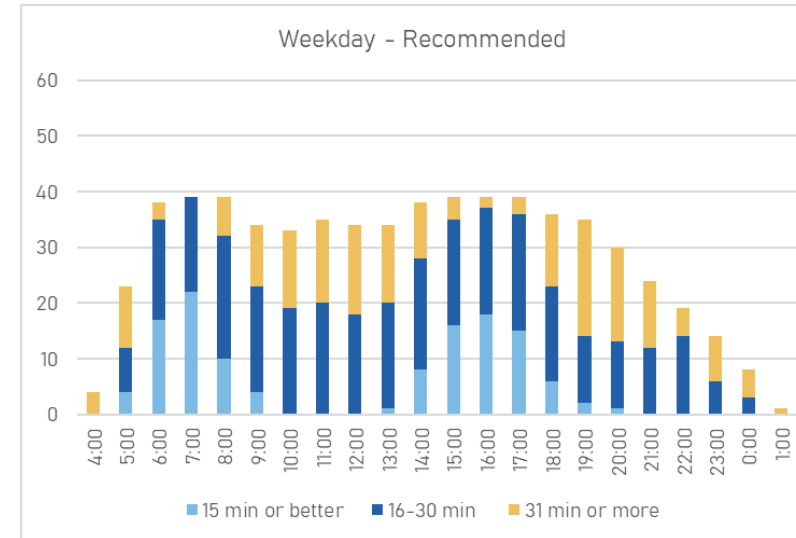
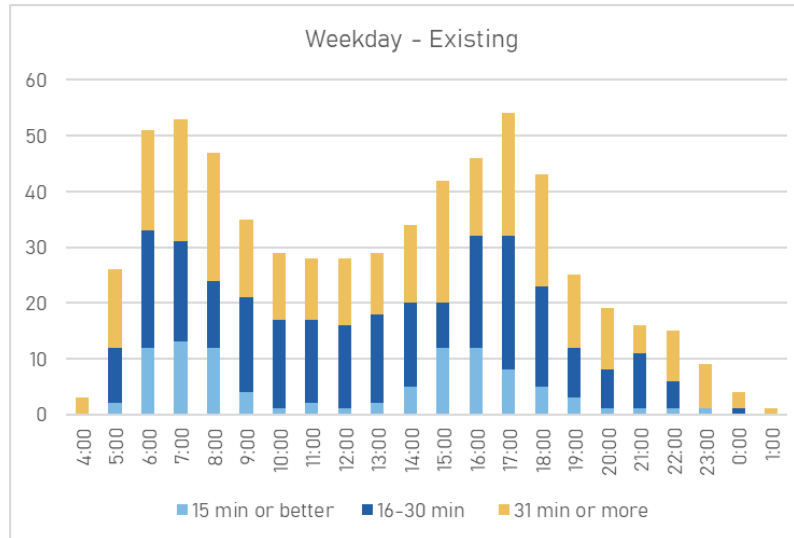
What Would the Suggested Bee-Line Network Achieve?

- Improve east-west connections
- Serve major destinations
- Strengthen NYC subway and Metro-North connections
- Streamline and simplify routes
- **Run more service earlier, later, and on weekends**
 - **Example routes: 9, 60, 61, 15**
- Discontinue low-performing bus routes and route segments
- Introduce microtransit services



Weekday: Longer Hours and Higher Frequency

- Increase in the # of routes that have earlier start times, later end times, and more trips by hour of day



Change in percent of routes operating by hour

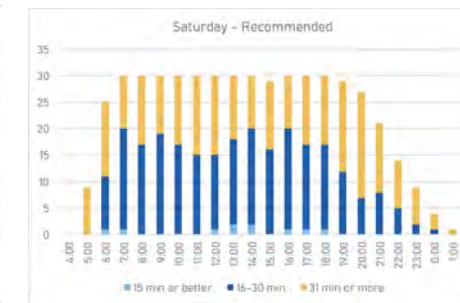
Frequency	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00
15 min or less	+0%	+7%	+23%	+34%	+5%	+3%	-2%	-4%	-2%	-1%	+12%	+20%	+25%	+24%	+7%	-0%	+1%	-2%	-2%	-2%	+0%	+0%
16-30 min	+0%	+3%	+9%	+12%	+35%	+19%	+21%	+25%	+20%	+21%	+25%	+35%	+14%	+12%	+12%	+15%	+18%	+13%	+27%	+15%	+6%	+0%
31 min or more	+5%	+4%	-24%	-39%	-22%	+4%	+15%	+19%	+20%	+17%	+1%	-28%	-19%	-31%	-2%	+31%	+24%	+22%	-3%	+6%	+8%	+1%

Does not include service added in microtransit zones

Weekends: Longer Hours and Higher Frequency

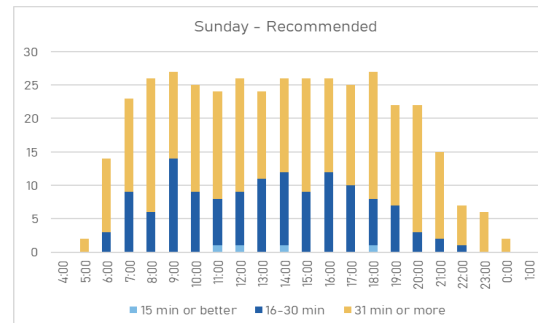
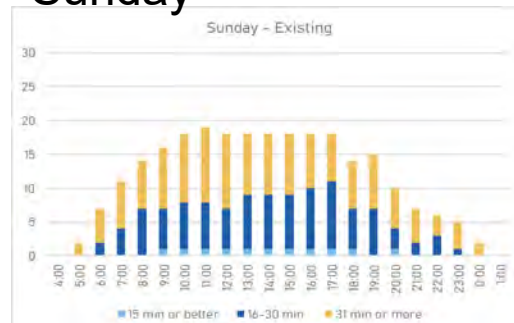
- Increase in the of # of routes that have earlier start times, later end times, and more trips by hour of day

Saturday



Frequency	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00
15 min or less	+0%	+0%	+0%	+0%	+0%	-2%	-2%	-4%	-2%	+2%	+2%	-2%	+0%	+0%	+0%	-2%	-2%	-2%	-2%	-2%	+0%	+0%
16-30 min	+0%	-2%	+4%	+11%	+4%	+11%	+5%	+5%	+4%	+2%	+7%	+5%	+9%	+7%	+14%	+11%	+5%	+4%	+5%	+4%	+0%	+0%
31 min or more	+0%	+2%	+11%	+5%	+7%	+0%	+5%	+9%	+7%	+5%	+2%	+5%	+2%	+0%	-4%	+11%	+14%	+9%	+4%	+2%	+4%	+0%

Sunday



Frequency	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00
15 min or less	+0%	+0%	+0%	+0%	+0%	-2%	-2%	+0%	+0%	-2%	+0%	-2%	-2%	-2%	+0%	+0%	-2%	+0%	+0%	+0%	+0%	+0%
16-30 min	+0%	+0%	+2%	+9%	-2%	+14%	+4%	+0%	+4%	+5%	+5%	+2%	+5%	+0%	+2%	+0%	+0%	+0%	-4%	-2%	+0%	+0%
31 min or more	+0%	+0%	+11%	+12%	+23%	+7%	+11%	+9%	+11%	+7%	+9%	+14%	+11%	+14%	+21%	+12%	+23%	+14%	+5%	+4%	+0%	+0%

Does not include service added in microtransit zones

Increased Access to Frequent Service

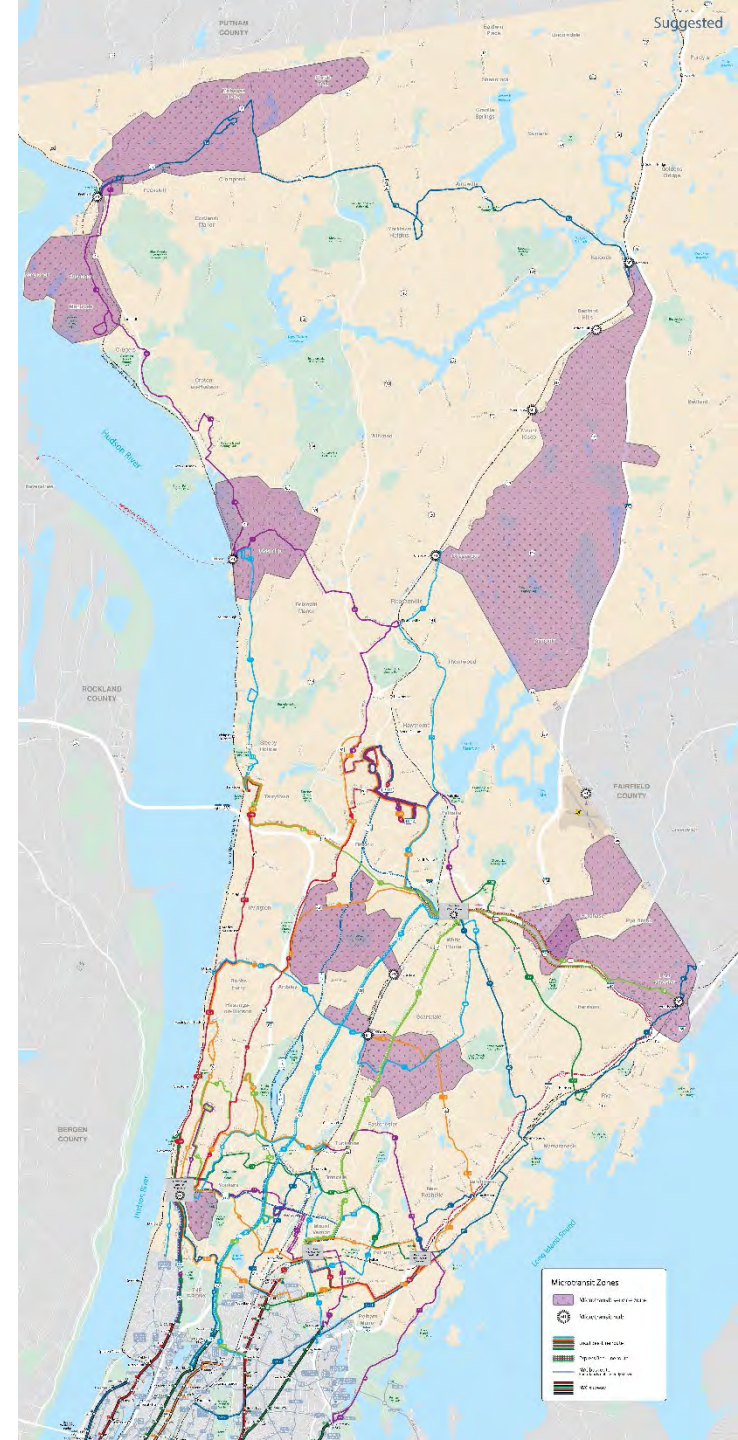
Morning Peak Period

	Access to Frequent Service (Every 15 min or better, AM Peak)		
	Existing	Suggested	Increase
All Residents	49%	58%	9%
Jobs	49%	60%	11%
Zero-vehicle households	78%	85%	7%
Minority residents	65%	74%	9%
Households experiencing poverty	70%	77%	7%
Bus commuters	82%	89%	7%

Access = within a 1/2 mile (about 10-minute walk) of a Bee-Line bus stop or within a microtransit zone

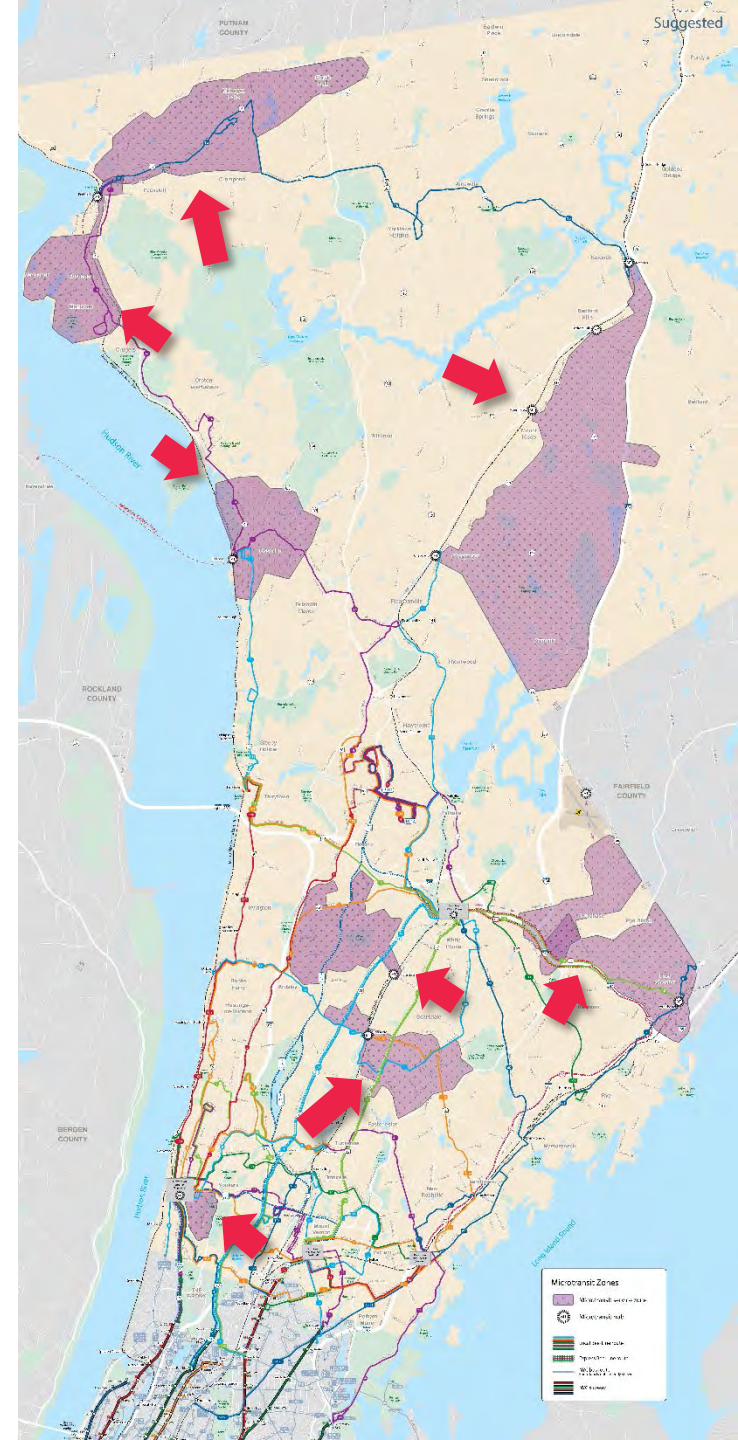
What Would the Suggested Bee-Line Network Achieve?

- Improve east-west connections
- Serve major destinations
- Strengthen NYC subway and Metro-North connections
- Streamline and simplify routes
- Run more service earlier, later, and on weekends
- **Discontinue low-performing bus routes and route segments**
 - **Example routes: 38, 39, 34, 12**
- Introduce microtransit services



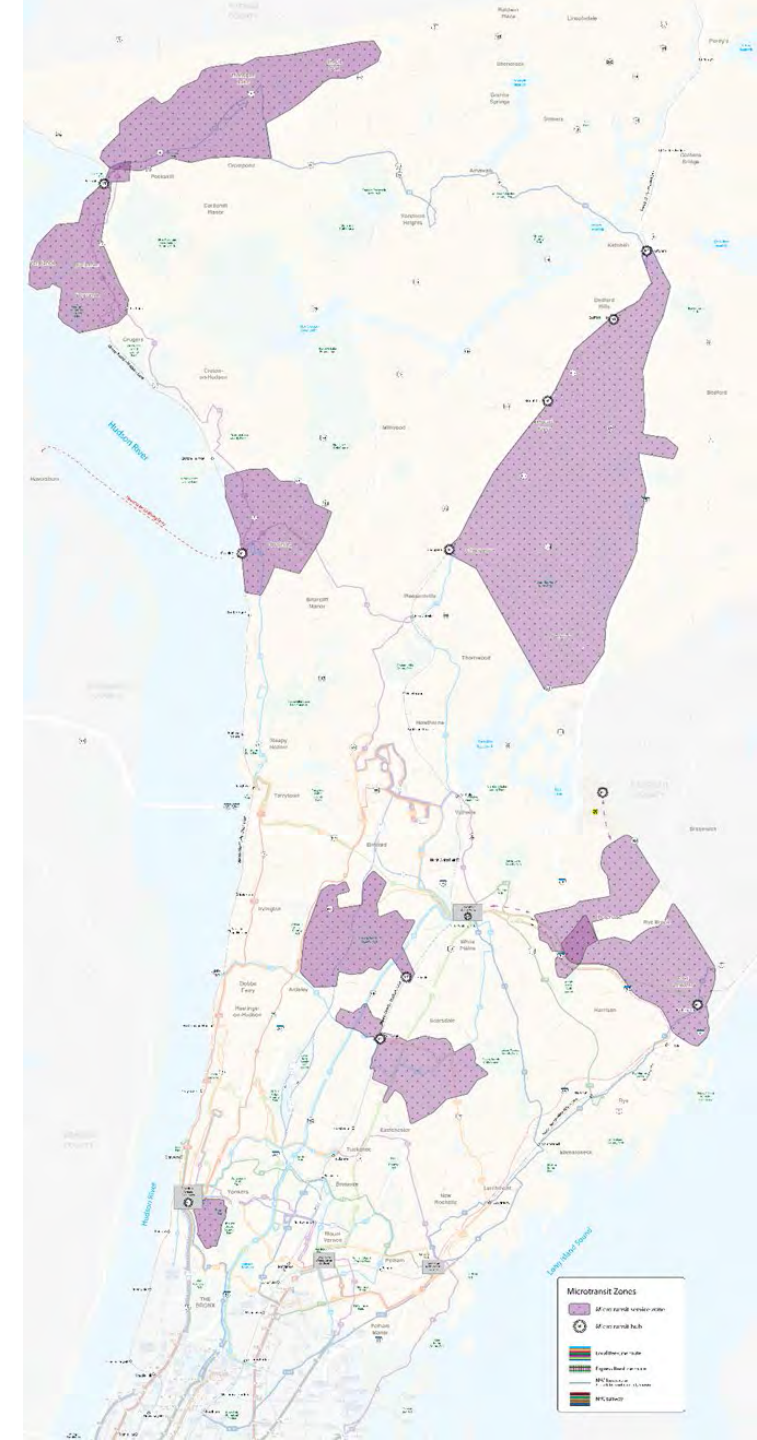
What Would the Suggested Bee-Line Network Achieve?

- Improve east-west connections
- Serve major destinations
- Strengthen NYC subway and Metro-North connections
- Streamline and simplify routes
- Run more service earlier, later, and on weekends
- Discontinue low-performing bus routes and route segments
- **Introduce microtransit services**



Suggested Microtransit Zones

- Peekskill/Verplanck
- Chappaqua – Bedford Hills – Armonk
- Ossining
- East of White Plains
- Port Chester
- Hartsdale
- Scarsdale
- Southern Yonkers



Fare Reciprocity

One fare for all Westchester County bus and rail travel

- Current Bee-Line local fare is \$2.75
- Encourages use of Metro-North for longer trips within the county
- Will reduce cost barriers and shorten travel times
- Minor adjustments to proposed system plan if reciprocity not implemented



Photos: Wikimedia; ABC NY

Next Steps

1. Closely work with bus operator on implementation and phasing: tied to next contract
2. Work with municipalities to coordinate changes
3. Develop implantation plan
4. Once implementation plan is set upon, hold public hearings
5. Educate public on proposed changes, website, new maps, new schedules, etc

An aerial photograph of a city skyline, likely Chicago, with a dense forest of green trees in the background. The city features various high-rise buildings, including a prominent blue glass skyscraper. The text "Questions?" and "Thank You!" is overlaid in white.

Questions?
Thank You!

Q & A

